

TRIBUTE TO LIONELL "WOODY"
WOODS OF DALLAS, TX

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise to pay tribute to a constituent who has been a fixture in the South Dallas community. As owner of the Shell Service station on Martin Luther King, Jr. Boulevard and South Central Expressway, Mr. Woods and his service station have strengthened the surrounding businesses and benefited residents in the South Dallas area. After 25 years in business and helping his community through many charitable and entrepreneurial activities, he is now retiring with acclaim as one of South Dallas' most successful businessmen, a man who gave advice and opportunities to his customers.

Many customers can attest to the fact that for Mr. Woods, people matter as much, or more, than profits. For Mr. Woods, acts of kindness and graciousness were just as important as sales and service.

When a community resident wanted to start a small yard-maintenance business employing neighborhood youths, she came to Mr. Woods for assistance. He supported her endeavors by providing her with gasoline for her lawnmowers and gave her leeway to repay him only when her business was established. He has also offered customers sage advice on areas of finance. He gave one customer counsel about the merits of paying cash for a used car in order to avoid debt. These are a few examples of Mr. Wood's selfless commitment to his community.

Mr. Speaker, even in the face of adversity, Mr. Woods stayed in his community offering his services, contributions, and advice. After a young man put a gun to his head in a robbery attempt, which due to Mr. Woods' bravery was unsuccessful, Mr. Woods was not frightened and driven out of his community. Mr. Speaker, he was committed to remaining there and, after that 1981 armed robbery attempt, maintained his business in South Dallas through the 1980's and until this year.

He has helped elderly neighbors cash checks and pledged part of his gasoline sales to Bishop College in a drive to keep it open in the early 1980's.

Mr. Speaker, not only will Mr. Woods be remembered as a shrewd and successful businessman, he will be remembered first as a compassionate and caring servant to his community who repeatedly gave back and invested in its people.

Therefore, Mr. Speaker, as Mr. Woods begins to enjoy his well-earned retirement, I would like to thank him on behalf of his community for his 25 years of service and contributions. It is my hope that he enjoy his retirement as much as we have enjoyed his concern and service to us.

IN HONOR OF THE RETIREMENT
OF NEW JERSEY STATE SENATOR JOHN EWING

HON. BOB FRANKS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. FRANKS of New Jersey. Mr. Speaker, it is rare that I come to the floor to speak about a particular individual. But New Jersey State Senator John Ewing of Bernardsville is indeed worthy of special recognition.

Jack Ewing has been an institution in the New Jersey Legislature—a tireless crusader for all the people of our State. For three decades he has waged a long, at times, lonely battle to improve the quality of public education and to make New Jersey's colleges nationally acclaimed institutions of excellence.

But just as important, Jack will be remembered for his extraordinary commitment to help people in need. Jack Ewing is the kind of man who, after a long day and night session at the state house, would stop to change a tire for a motorist in need. The next day, he would be up early, back in his office calling everyone he knew to help find a job for a father of young children who was down on his luck.

Next month, Drew University in Madison, NJ will establish the John E. Ewing Center for Public Service and Public Affairs. It is a fitting tribute to a man who represents the finest in public service and the best of New Jersey.

On behalf of all the people of New Jersey, I want to extend a heartfelt thanks to Jack Ewing for his exceptional leadership, dedication, and service. We extend our sincere best wishes for a long, healthy and fulfilling retirement.

**RESTRICTIONS ON FOREIGN AIR
SHOWS ACT**

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. STARK. Mr. Speaker, today, I am introducing legislation to stop the use of taxpayer funds from subsidizing the U.S. defense industry at international air and trade shows.

Prior to 1991, the Federal Government avoided direct military involvement in air shows and arms bazaars. Aircraft were leased to U.S. companies by the Department of Defense [DOD]. The leasing fee covered the cost of insurance, ramp fees, transportation to and from the show, and payment for Government personnel needed to watch the aircraft. In June 1991, the Secretaries of Defense and Commerce changed the Pentagon practice of leasing U.S. aircraft to industry at air shows. The new practice allows for the loan of DOD aircraft to industry free of charge. This results in the U.S. taxpayer paying for the cost of industry participation at air shows and arms bazaars.

In 1992, taxpayers were forced to absorb the cost of a Marine aircraft that crashed on its way back from an airshow in Singapore. This crash came with the price tag of \$18.9 million to American taxpayers.

In response to the Singapore incident, Congressman HOWARD BERMAN sponsored an

amendment to the fiscal year 1993 DOD authorization bill which limits the Government's ability to engage in future air shows. It requires the President to notify Congress 45 days in advance of any proposed participation in airshows. It also requires the President to certify that participation is in the interest of our national security and to submit a cost estimate.

In order to circumvent the intent of the Berman amendment, DOD adopted a new standard of sending aircraft carriers to the sites of airshows on so called training missions. This practice allows the aircraft on display to do overflights of the airshow off the deck of the carrier under the guise of a defense authorized training mission. It also puts the U.S. military crew in close proximity to fraternize with prospective buyers. The Clinton administration has been drastically underreporting the involvement and cost of the United States in these airshows by excluding transportation costs. The Pentagon is able to classify shows as training missions in order to avoid reporting the real costs incurred. As a result, the costs reported by the Pentagon to Congress are 15 to 20 times less than the actual costs, and the American taxpayer pays the bill.

One of the many examples of this practice is the transfer of a B-2 bomber to France to do a demonstration flight at the Paris Air Show in 1995. This flight involved at least a 24-hour round trip at \$14,166 per hour to operate the plane, for a total cost of more than \$330,000—all at the taxpayer's expense. However, the cost report for the entire airshow submitted to Congress by the Pentagon was only \$342,916.

The bill I am introducing today, the Restrictions on Foreign Air Shows Act bans direct participation of the defense personnel and equipment at airshows. It prohibits planes, equipment, weapons, or any related materials from being sent to exhibits on training missions unless the contractor has paid for the expenses incurred by DOD. The legislation prohibits training missions from involvement or contact with concurrent airshows. It requires contractors to lease the equipment covering insurance costs, transportation costs, ramp fees, salaries of Government personnel needed to watch the aircraft, and all other costs associated with these events. If contractors are making a profit by showing U.S. aircraft, then they should be required to pay for the advertisement of the aircraft. Additionally, the bill bans the availability of military personnel—either on site at the airshows or at nearby training missions—to assist the contractors in their sales unless the contractor pays for their services.

This bill does not outlaw the use of U.S. equipment in foreign airshows or trade exhibitions. It merely takes the financial burden off of the American taxpayer and puts it where it belongs—on the contractor. I urge my colleagues to support this bill.

CAMPAIGN FINANCE REFORM

HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. KIND. Mr. Speaker, one more day and no campaign finance reform. At a press conference today, the members of the Republican